

Martell's
Brandy
are known and asked for
all over the World.
H. Price & Co.,
12 Queen's Rd., Central,
468

The China Mail.

ESTABLISHED 1840.

D. C. L.
Old Tom Gin
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
468

No. 12,881

號一十月七年四零百九千一英

HONGKONG, MONDAY, JULY 11, 1904

日八廿月五年辰甲

PRICE, \$3.00 Per Month.

CHAMPAGNE

I. BEAUCARNE
EPERNAY.

CARTE BLANCHE. EXTRA DRY.
\$30 per Case
EXCEPTIONAL VALUE.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, June 23, 1904. 2547

Wanted.

WANTED.

A DAILY GOVERNMENT, to Teach Two
Children. Apply by letter to
Miss DENISON,
Brompton, Pa.
Hongkong, June 4, 1904. 1215

WANTED.

A LADY to accompany a Family, with
Children, to England, per German
Mail on 20th Inst. in R. S. S. S. S. S.
Apply to
C. V. V. V. V.
Care of "China Mail" Office.
Hongkong, July 6, 1904. 1218

WANTED.

TYPEWRITING. Apply by letter to
a Lady.
Apply to
A. B. C.
Care of "China Mail" Office.
Hongkong, July 5, 1904. 1241

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific service, and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VIC-
TORIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
hitherto, by the Steamers of the NORTH-
ERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.N. COY.

For further Particulars, apply at the
Company's Local Branches in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, May 29, 1904. 1213

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.
Manager, GEORGE
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

MACAO AND CANTON
HOTELS.

A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 482

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from JAMES
BUCHANAN & CO., 12, Queen's Road
Central.

Duplex Steam Pumps

DEANE
STEAM
PUMP CO.,
U.S.A.
NEW SHIPMENTS RECEIVED OF REGULAR SIZES FOR
BOILER FLED AND GENERAL SERVICE.
W. S. BAILEY & CO.,
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,300 tons, Captain R. D. Thomas.
s.s. POWAN, 2,300 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying the "Major's" Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Canton-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 8 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. [For further
particulars, see special time table].
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Wuchow Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
The steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Macao Line.
s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 560 tons, Captain C. Buchart.
One of the above Steamers leaves Canton for Wuchow every Monday Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have "Superior"
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**
11 & 12, BRAXFORD ABOARDS.
Hongkong, September 22, 1903. 1758

**DR NEWELL WILSON,
DR WILLIAM DANIEL,
DENTISTS.**
LATEST AMERICAN METHODS.
REASONABLE FEE.
NO CHARGE FOR EXAMINATIONS.
Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.
31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong February 18, 1904. 2208

**SIEN TING,
Surgeon, Dentist.**
No. 14, D'ARQUES STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1904. 628

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.
MANUFACTURED BY
**THE GOREPORE CO., LD.,
CALCUTTA.**
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. LOXLEY & CO.,
Sole Agents,
Hongkong, July 22, 1903. 1519

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Sole Agents,
Hongkong, July 22, 1903. 1519

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston
Rods, etc., suitable for high pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oil always in hand.
Bell's Asbestoline—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Vaux Road,
opposite King Edward Hotel entrance.

LANE CRAWFORD & CO.

SOLE AGENTS.
DELICIOUS
WITH
FRUITS,
SWEETS,
TEA,
COFFEE, &c.
PRESERVED
IN ALL ITS
NATURAL
RICHNESS.
"Gold Reef"
BRAND
PURE RICH CREAM
(STERILIZED)
PRICES: 30 Cents, 40 Cents, and 60 Cents.

CARLTON HOUSE.

10, ICE HOUSE LANE.
FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.
COMFORTS OF RESIDENTS AND OUTSIDE A SPECIALITY.
For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1226

DRESSMAKING

IS Easy when you have a SINGER.
EASY PAYMENTS.
FREE INSTRUCTION.
5 YEARS GUARANTEE.
THINK OVER IT!
SHOWROOM:
1, WYNDHAM STREET.
Hongkong, July 9, 1904. 1262

A. S. WATSON & CO., LIMITED.
MR ALFRED HENRY MANOELL
has This Day been appointed AGENT
for the General Managers of the Company,
and in that capacity will reside in Shanghai,
with general charge of the Company's
Interests at Shanghai, Hankow, Tientsin
and in North China.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, July 1, 1904. 1223

A. S. WATSON & CO., LIMITED.
MR JOHN ARTHUR TARRANT has
This Day been appointed ACTING
SECRETARY of the Company.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, July 1, 1904. 1224

**THE NATIONAL BANK OF CHINA
LIMITED.**
NOTICE.
THE CERTIFICATES for 50 Shares in
the above Company numbered 48326
to 48375 inclusive standing in the Register
of Shareholders in the name of MA MAI SUK
KEE otherwise known as MA MAI SUK
of Shanghai having been lost, NOTICE IS
HEREBY GIVEN that DUPLICATE
CERTIFICATES for the said Fifty Shares
will be issued at the expiration of One
Calendar Month from the Date of this
Notice and that the Original Certificates
will, unless produced within that period, be
thereafter held by this Company as null
and void.
G. W. F. PLAYFAIR,
Chief Manager.
Hongkong, June 24, 1904. 1177

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. and 9 p.m. 8.45 p.m. to 11.15
p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 23, 1904. 1091

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SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 23, 1904. 1091

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. and 9 p.m. 8.45 p.m. to 11.15
p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m.

HONGKONG SHARE MARKET.

The market has ruled very quiet during the week, and, with the exception of rather a sharp drop in Shanghai and Hongkong Wharfs and Earnham-Beyda, prices have been well maintained and in some cases, have hardened.

Banks.—Hongkong and Shanghai Banks have again found buyers at \$680 and the London quotation remains at £87 10/-.

Nationals continue in request at \$35.

Marine Insurances.—Unions are on offer

Shipping.—Hongkong, Canton and Macao Steamboats are rather firmer and business has been done at \$20½. Indian Chinas have been tired at \$118, \$117½, and

Refineries.—China Sugars continue advance, and \$186 has been paid for shares. Luzons are neglected at quotation.

Mining.—Charbonnages have been quoted at \$490. Raubs are quoted at \$8. Chinese Engineering have been placed at Tls. 6.70.

Docks, Wharves and Godowns.—Hongkong and Whampoa have further risen and close at \$218. Kowloon Wharves

Private advices from Shanghai state that the company is proposed to pay a final dividend of Tls. 12 for the year ending 31st March, 1904, place Tls. 50,000 to Reserve Fund, and carry forward about Tls. 48,000. Since the figures became known the market has weakened rapidly and shares were disposed of at declining rates down to Tls. 10.

Lands have changed hands at \$33½ and wanted at \$37. West Points have been placed at \$60. Shanghai Lands have been up to Tls. 120 at which rate business has been transacted. Hongkong Hotels are the market at \$135. Hotel des Colonies have been parted with at Tls. 12. Hotel de Phereys' Estate are steady and further sales have been effected at \$12½.

Cotton Mills.—Nothing doing.

Cigar Companies.—Sumatras have been sold in at Tls. 6½.

Miscellaneous.—Green Island Cement are firm at \$29½. China Borneos have improved to \$10½. A. S. Watsons are in demand at \$13½. Electricity are in request \$14½ (old) and \$8½ (new). Dairy Fat have further risen and are wanted at Steam Waterboats are enquired for at improved rate of \$18½. China Light Powers have advanced to \$8½. Langkats have dropped to Tls. 29½ but are wanted at this figure.

A False Bosom Conceals Diamonds.

inspector at the Customs House, was found to have concealed in a false bottom several handfuls of diamonds, valued at a very large sum of money. It is stated that the number of diamonds constitutes a record for the New York Customs House. The name of the lady, who is described as being handsomely dressed, is not divulged, and it is understood that no proceedings were taken against her. There is much mystery about the affair, and it is rumored that the culprit is a prominent society leader, who spent many weeks during the summer

An Educator.

War is a great educator, and geographical knowledge of the Far East has been immensely widened by recent events, though it would perhaps be a more exact "if any two authorities could agree on the correct spelling of any place. We are learning some Russian, 'a stoinia of Cossacks' has been frequently referred to by correspondents of the Press and everybody perhaps does not know what a 'stoinia' is. It is a term, which has the social as well as a military application, and among the Cossacks means what 'hundred' the local government is to stand for in England. For war purposes the mounted Cossacks are organised in 'pouks' or regiments of light cavalry at 900 strong, and formed usually of 'stoinias.' Our military equivalent is a squadron.

CHAMBERLAIN'S Colic, Cholera, Diarrhoea Remedy is every-where acknowledged to be the most successful medicine in use for bowel complaints. Always cures and cures quickly. It can be depended upon even in the most severe and dangerous cases of cholera, malarial dysentery and diarrhoea. It should be taken at the first unusual looseness of bowels. Sold by All Dealers; WARR & Co., Ltd., General Agents.

WHAT IS BRANDY?

At last we know what brandy is. Mr. Fordham at the North London Police Court has delivered his considered judgment in the case of the Talington Borough Council v. Hillyer—a case which took two months to argue.

It was on March 1 that an inspector of nuisances bought from a wine and spirit merchant's shop, at 446, Hornsey-road what was sold to him as a 'bottle of brandy.' It was labelled 'fine old pale brandy,' and cost 3s. On analysis it was found to contain sixty per cent. of spirit, not derived from the grape. The question to be decided was whether the ordinary buyer of brandy expects it to be made from the grape, and Mr. Fordham went into the intricacies of the subject yesterday with zest and thoroughness.

'There is no standard for brandy (he said), and before I can decide the question of whether this was brandy I must make a standard for myself, a standard which represents what brandy in this country is in the popular sense; that is, I must find what the public, when the ordinary buyer of brandy expects it to be made from the grape, and Mr. Fordham went into the intricacies of the subject yesterday with zest and thoroughness.

The British Pharmacopoeia defines a spirit as 'a liquid obtained from the distillation of any organic substance, and containing not less than 95 per cent. of alcohol by volume.'

Dr. McNaughton Jones, a medical practitioner of great experience, testified to the fact that brandy is a spirit, and that it is not a wine.

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NESTLÉ'S FOOD
FOR INFANTS & INVALIDS
A PERFECT SUBSTITUTE FOR MOTHER'S MILK

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Meeting of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name.

Shares not applied for by those entitled to apply will be dealt with by the General Meeting of the Company in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong, from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid up Capital of the Company is \$800,000, divided into 80,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, June 28, 1904

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Milkmaid BRAND Milk
Guaranteed Full Cream.
Largest Sale in the World.

ITCHING HUMOURS

SPEEDY CURE TREATMENT FOR EVERY HUMOUR.

Bathe the affected parts with hot water and CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales, and soften the thickened cuticle. Dry, without hard rubbing, and apply CUTICURA OINTMENT freely to allay itching, irritation, and inflammation, and soothe and heal, and lastly take CUTICURA RESOLVENT PILLS, to cool and cleanse the blood. This pure, sweet, and wholesome treatment affords instant relief, permits rest and sleep, and points to a speedy, permanent, and economical cure of the most torturing, disfiguring, itching, burning, and scaly skin, scalp, and blood humours, eczemas, rashes, and irritations, from infancy to age, with loss of hair, when all else fails.

MILLIONS USE CUTICURA SOAP

Assisted by CUTICURA OINTMENT, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itching, and chaffing, and for all the purposes of the toilet, bath, and nursery. Millions of Women use CUTICURA SOAP in the form of baths for annoying irritations, inflammations, and excoriations, for too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves to women, especially mothers.

CUTICURA RESOLVENT PILLS, CHOCOLATE COATED.
Are a pure, tasteful, odorless, economical substitute for the celebrated liquid CUTICURA RESOLVENT, as well as for all other blood purifiers and humour cures. Put up in convenient, carry-along, containing 60 doses. CUTICURA PILLS are alternative, antiseptic, tonic, and digestive, and beyond question the purest, sweetest, most successful, and economical blood and skin purifiers, humour cures, and tonic-digestives, yet compounded.

CUTICURA Remedies are sold throughout the world. Australian Agents: Dr. F. J. F. & Co., Sydney. British Agents: Dr. J. C. F. & Co., London. French Agents: Dr. J. C. F. & Co., Paris. German Agents: Dr. J. C. F. & Co., Berlin. Italian Agents: Dr. J. C. F. & Co., Rome. Spanish Agents: Dr. J. C. F. & Co., Madrid. Portuguese Agents: Dr. J. C. F. & Co., Lisbon. Russian Agents: Dr. J. C. F. & Co., St. Petersburg. American Agents: Dr. J. C. F. & Co., New York.

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His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Port reported at.
Alacrity	despatch-vessel	1790	—	3400	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	13,950	18	13,950	Captain Sydney R. Fremantle	Whaiwei
Algerine	aloop	1050	6	1400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Whaiwei
Andromeda	cruiser, 1st class	11,000	16	—	Capt. R. N. Ommann	Whaiwei
Beagle	gunboat, 1st class	710	4	1800	Lieut.-Com. O. M. Makin	Yangtze
Belmont	gunboat, 1st class	710	4	1800	Lieut.-Com. T. D. Pratt	Whaiwei
Centurion	battleship, 1st class	10,160	14	13,000	Captain Fegan	Whaiwei
Crowley	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	5600	11	9600	Captain Robert H. S. Stokes	Whaiwei
Delphos	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Chinwanan
Esperanza	aloop	380	6	6700	Comdr. P. V. Lowe, D.S.O.	Shanghai
Fame	torpedo boat destroyer	1880	12	3200	Captain Hon. Walter G. Stopford	Whaiwei
Fearellus	battleship, 1st class	12,050	18	13,500	Reserve	Shanghai
*Glatton	torpedo boat destroyer	275	8	4000	Reserve	Hongkong
Handy	torpedo boat destroyer	275	8	4000	Reserve	Whaiwei
Hart	torpedo boat destroyer	1440	6	8000	Lieut.-Comdr. J. M. Rindone	Shanghai
Humber	cruiser, 3rd class	3800	17	9000	Captain W. D. Faulkner	Shanghai
Iphigenia	torpedo boat destroyer	280	4	3900	Lieut.-Comdr. A. Gregory	Shanghai
Janus	river gunboat	—	—	—	Lt.-Comdr. C. P. Metcalfe	Yangtze
Kinshas	cruiser, 1st class	14,100	18	31,500	Captain Francis G. Kirby	Whaiwei
Kiwa	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Leviathan	battleship, 1st class	12,950	18	13,500	Captain T. G. Greet	Hongkong
Moore	torpedo boat destroyer	1015	6	1400	Reserve	Yangtze
Ocean	aloop	835	6	6500	Comdr. John Nicholas	Apoy
Otter	Surveying-vessel	980	10	1400	Com. D. St. A. Wake	Strait Division
Rambling	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Rinaldo	aloop	980	6	1400	Comdr. T. Jackson	Yangtze
Robin	river gunboat	85	2	240	Lt.-Com. H. T. Attay	Hongkong
Sandpiper	cruiser, 2nd class	3800	8	9000	Capt. C. H. H. Moore	Straits Division
Sirius	river gunboat	85	2	240	Lt.-Comdr. Davidson	Hongkong
Snipe	torpedo boat destroyer	250	6	6500	Fleet Reserve	Hongkong
Taku	receiving ship	4600	6	—	Commodore Dicken	Yangtze
Tamar	river gunboat	180	2	800	Lt.-Comdr. E. V. Dugmore	Yangtze
Teal	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Yangtze
Thetis	coast defence gunboat	363	3	200	Lieut.-Comdr. R. H. Keate	Yangtze
Tweed	battleship, 1st class	12,950	18	13,500	Capt. Leslie Stuart, C.M.G.	Whaiwei
Vengeance	aloop	880	6	1400	Comdr. S. St. John Farquhar	Hongkong
Vestal	torpedo boat destroyer	355	6	6500	Reserve	Whaiwei
Virago	surveying ship	920	10	450	Comdr. Ernest J. Hardy	Shanghai
Waterwitch	torpedo boat destroyer	340	6	5900	In Reserve	Upper Yangtze
Whiting	river gunboat	150	2	800	Lieut.-Com. O. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	800	Lieut.-Com. Wason	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station


Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Yangtze
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirte	Obeloo
Achéron	French armoured gunboat	1796	—	—	Comdr. Laffertiere	Saigon
Achille	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	475	3	450	Lieut. Crespin	Hongkong
Asie	French gunboat	475	3	450	Lieut. Journe	Saigon
Avantado	French gunboat	580	—	—	—	Haiphong
Bengali	French gunboat	3740	29	9000	Capt. Lefevre	Saigon
Bugard	French gunboat	8015	18	—	Captain V. Poldons	Shanghai
Cassiope	French gunboat	8015	18	—	Commander Lohel	Haiphong
*Châteaurenault	French cruiser	690	—	—	Commander L'Est	Shanghai
Comete	French gunboat	690	—	—	—	Saigon
Decidie	French gunboat	4000	31	9500	Lieut. Jehenne	Haiphong
D'Assas	French gunboat	350	—	—	—	Shanghai
Estro	French gunboat	350	—	—	—	Haiphong
Frederic	French gunboat	350	—	—	—	Shanghai
Guaydon	French gunboat	350	—	—	—	Haiphong
Henri Riviere	French gunboat	350	—	—	—	Shanghai
Javeline	French gunboat	1250	6	2200	Lieut.-Comdr. Beaussant	Shanghai
Kersaint	French gunboat	9700	12	19,400	Commander Le Gollus	Shanghai
*Montcalm	French gunboat	—	—	—	Captain Gros	Shanghai
Mouquet	French gunboat	—	—	—	Lieut.-Comdr. Prat	Shanghai
Olry	French gunboat	4015	27	3500	Capt. Hourst	Shanghai
Paeol	French cruiser	399	8	6071	Comdr. Sonnes	Shanghai
Pierrot	French gunboat	9437	10	—	Lieut. Werth	Shanghai
Redoutable	French gunboat	1796	—	—	—	Saigon
Sly	French gunboat	9800	10	20,000	Capt. Vincen	Shanghai
Surprise	French gunboat	9800	10	20,000	Captain Gubertean	Shanghai
Tukhang	French gunboat	—	—	—	Lieut. Holgue	Shanghai
Tien	French gunboat	—	—	—	—	Yangtze
Vauban	French cruiser	—	—	—	Lieut. Gaillard	Saigon
Vigilante	French gunboat	—	—	—	Captain Blondel	Saigon
		—	—	—	Lieut. Carol	Hongkong
Buseard	German cruiser	1857	16	2900	Comdr. Huss	ailed for East Africa
Fatherland	German cruiser	—	—	—	Capt. Von Buelow	Shanghai
Furst Bismarck	German flagship	11,000	36	14,000	Captain Prowe	Shanghai
Geier	German cruiser	1775	15	2960	Comdr. von Studnitz	Tsingtau
Hansa	German cruiser	6230	34	10,000	Capt. Schroeder	Tsingtau
Hortha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Shanghai
Itis	German gunboat	1098	10	1300	Comdr. Baron von M. Hillesen	Tsingtau
Jaguar	German gunboat	800	10	1300	Comdr. Wilbrandt	Tsingtau
Luchs	German gunboat	850	10	1344	Comdr. Kroecke	Tsingtau
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	New Guinea
Sandlor	German cruiser	1640	15	2800	Comdr. Persius	Tsingtau
Thetis	German cruiser	2060	24	8000	Captain Voit	Tsingtau
Tiger	German gunboat	900	10	1300	Comdr. Deinling	Hongkong
Tungtiao	German gunboat	—	—	—	Comdr. Giebert	Canton
Vorwaerts	German gunboat	—	2	500	Lieut. Schorf	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Borea	Chomulpo
Marco Polo	Italian cruiser	3900	—	—	Captain Presbitero	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cali	Amoy
Adamastor	Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Hongkong
Uta	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	730	Comdr. Guint-r	Vladivostok
Amaur	Russian cruiser	9600	5	4700	Comdr. Gramatichikoff	Port Arthur
Ankold	Russian cruiser	6000	27	—	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7800	10	10,500	—	Port Arthur
Bayacin	Russian cruiser	3200	6	—	—	Sunk
Belara	Russian gunboat	1050	8	1150	Comdr. Erjekovitch	Port Arthur
Bogatyir	Russian cruiser	6640	12	—	—	Port Arthur
Diana	Russian cruiser	6781	6	—	—	Port Arthur
Djighilt	Russian gunboat	1456	3	1700	Capt. Nasarovsky	Port Arthur
Gaidamar	Russian gunboat	500	9	3500	Comdr. Yurif	Port Arthur
Jeremiatshy	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Port Arthur
Gromobol	Russian cruiser	12,364	44	14,500	Captain Josen	Vladivostok
Gulnik	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Karets	Russian gunboat	1213	7	1500	Comdr. Norakovsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,206	12	16,000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otvajny	Russian gunboat	1490	6	2900	Comdr. Vasiloff	Port Arthur
Pallada	Russian cruiser	6781	12	—	—	Aschore (?)
Porosviet	Russian battleship	12,674	15	14,500	Captain Koroleff	—
Potopoviova	Russian battleship	10,960	18	10,600	Captain Jakovloff	Sunk
Rubezh	Russian battleship	12,674	15	14,500	Capt. Zatarand	Damaged
Rubels	Russian battleship	10,960	16	10,400	Captain Oseroff	Port Arthur
Rashyolux	Russian cruiser	1354	10	1768	Comdr. Liven	Port Arthur
Retvizan	Russian battleship	15,902	16	16,000	Captain Sepalunpoff	Aschore (?)
Rossia	Russian protected cruiser	12,200	68	17,000	Capt. Matsevlsh	Vladivostok
Rurik	Russian protected cruiser	10,023	26	13,250	Capt. Serobrenskoff	Vladivostok
Sovastopoi	Russian battleship	10,960	16	10,600	Lieut.-Comdr. Ivanoff	Port Arthur
Silach	Russian gunboat	950	2	1125	Comdr. Ginter	Port Arthur
Sivochob	Russian gunboat	1050	8	1120	—	Newchwang
Tsarevitch	Russian battleship	12,900	38	16,900	—	Aschore (?)
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Sunk
Vesdnik	Russian gunboat	600	9	3800	Capt. Zaporlany-Kimal	Port Arthur
Zabiyaka	Russian cruiser	1290	16	1194	Comdr. Abranoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1010	6	1227	Capt. Rohrer	Shanghai
Buffalo	U. S. cruiser	4098	14	3600	—	—
Callao	U. S. cruiser	836	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U. S. gunboat	540	—	—	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1968	Comdr. Stanton	Hongkong
Monadnock	U. S. gunboat	3990	6	3000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	5244	Comdr. W. H. Beeble	Manila
New Orleans	U. S. cruiser	8437	20	—	Commander Sperry	Cheloo
Oregon	U. S. cruiser	10,288	45	—	Captain Burwell	Manila
Rainbow	U. S. cruiser	4000	—	—	Capt. J. E. Collins	Manila
Raleigh	U. S. cruiser	5293	—	—	Captain Naczo	Manila
San Francisco	U. S. cruiser	4098	27	9613	Captain Vary	Manila
Sierra Leone	U. S. gunboat	1000	13	1118	Comdr. Marshall	Shanghai
Vicksburg	U. S. gunboat	400	—	—	Lieut. L. O. Berlette	Shanghai
Villalobos	U. S. gunboat	1597	8	1894	Comdr. A. W. Dodd	Manila
Wilmington	U. S. flagship	12,000	—	—	Captain Clover	Manila

SHEWAN TOMES & CO., LTD.
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QUEEN'S ROAD,
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FURNITURE.ELECTRO-PLATED,
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PROOF FILTERS,
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TOWELS and
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KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.WM. POWELL,
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FIRST FLOOR.TAKE THE LIFT TO
FIRST FLOOR.ALEXANDRA
BUILDINGS,
ORS VUEX ROAD.

TRADE MARK.

TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.
VERY OLD LIQUEUR.
Gold Label\$22.00

2nd—KING EDWARD VII.
LIQUEUR
White Label... ..\$16.50

A Good 3rd—
'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:
H. PRICE & CO.,
19, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

11 a.m.—Auction of Manila Cigars, at Mr. Geo. P. Lammert's Sales Rooms.

Meetings.

11 a.m.—Meeting of Panjion Mining Co., Ltd., at Registered Office.

2.15 p.m.—Meeting of His Majesty's Justice of Peace in Justice Room.

5.30 p.m.—Organ Recital in St. John's Cathedral.

General Memoranda.

WEDNESDAY, July 13—
2.45 p.m.—Auction of Valuable Household Furniture, at 'Elliot Cottage', No. 6, Conduit Road.

THURSDAY, July 14—
Noon—Meeting of Shareholders of Tebrun Planting Co., Ltd., at the Company's Office.


2.45 p.m.—Auction of Household Furniture, at 'Fairview', Robinson Road, Kowloon.

SATURDAY, July 16—
12.30 p.m.—Meeting of Shareholders of The Hongkong Electric Co., Ltd., in the Company's Office.

Goods per Borneo not cleared at 4 p.m. on this date subject to rent.

SATURDAY, July 30—
9 p.m.—Promenade Concert on Volunteer Parade Ground.

CHOLERA MORBUS has lost its terrors in the home where a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy is kept. It never fails even in the most severe and dangerous cases. For sale by All Dealers: WATSON & CO., Ltd., General Agents.



S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

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Merchants,
ALEXANDRA
BUILDINGS.A WHISKY
of CHARACTER!WATSON'S
E BLEND
VERY OLD LIQUEUR
Scotch Whisky.Is Celebrated for its
Great Age

Maturity

Mellow Flavour

Uniform Quality

Reasonable Price

Per Dozen \$16.50

A. S. WATSON & Co., Limited,
WINE & SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

BIRTHS.

On June 23, at Shanghai, the Wife of John BAKER, of a Daughter.

On July 2, at Woonong, the Wife of Dr. R. H. Cox, of a Daughter.

On July 3, at Paris, France, the Wife of Dr. Indoso JOHN SANDER, of a Daughter.

On July 4, at 15, Nanking Road, Shanghai, the Wife of G. Mason ROYCE, of a Daughter.

On July 5, at Shanghai, Dr. V. DARRER, aged 65 years.

DEATHS.

On July 2, at the General Hospital, Shanghai, Roderick, aged 5 years 9 months, the darling son of John and Annie Mearns, of 4, Fataibo Lane.

On July 5, at Shanghai, Dr. V. DARRER, aged 65 years.

The publication of this issue commenced at 5.45 p.m.

The China Mail.
HONGKONG, MONDAY, JULY 11, 1904.

LOCAL AND GENERAL.

Water Polo.

An advertisement appears in this issue drawing the attention of intending competitors for the Water Polo Shield to the fact that a meeting will be held on Wednesday next, at the V. R. C. enclosure, Kowloon. Representatives of teams desiring to participate are requested to attend.

Fined for Gambling.

Ten coolies were charged before Mr. Gompertz at the Magistracy this morning, the first two with being the keepers of a common gambling house, and the others with having been found unlawfully on the premises. On the 9th instant they were found gambling at No. 87 First-street by a Chinese constable and on being charged most of them admitted the offence. The first two defendants were fined \$25 each and the others \$5 each.

Organ Recital.

The following is the programme to be submitted at the organ recital to be given by Mr. A. G. Ward at St. John's Cathedral to-morrow—

1. Sonata (No. 1) Mendelssohn
2. Andantino Chopin
3. Offertoire Salom6
4. Song—'The King of Love my Shepherd is' Gounod
5. Minuet Schubert
6. (a) Canonzo Wolstenholme
- (b) Cradle Song Bolting
7. March on a theme of Handel Guilman

Metropole Theatre.

At the Metropole Theatre on Saturday evening Messrs Ware and Ross' Entertainers gave a very good performance. The attendance was not so great as it might have been, but the entertainment was equally as good as its forerunners. Miss Gertie Maise, Messrs King, MacCormick, Christie, and Keene were all in good trim, while the other items on the programme were well rendered. The attraction of a drive out, combined with a ruseville entertainment, should entice more people out than have so far ventured.

The Orpheum Variety Co.

To-morrow night at the Theatre Royal the Orpheum Variety Company will open a short season. The Company is reported to be a strong and capable one, and much pleasure should be given by them. Shanghai papers speak very favourably of them. At their last appearance at Shanghai every item was endorsed and honours were shared evenly by the whole of the company. The N. C. Daily News says—'Miss Violet Chard is billed as the 'best lady dancer in the Orient' and undoubtedly her clever step dancing is equal to anything of the kind seen here. Miss Hettie Fuller is an accomplished vocalist; her rendering of an operatic selection and 'Annie Laurie' could not fail to obtain accolades, and her Contadina dance from 'The Gondoliers' was well executed and especially well received. Miss Violet Bishop sang very prettily and was heard at her best in the catchy little refrain song 'Skylark,' the audience twice demanding a repetition of the concluding verse. Miss Lily Thompson scored a great success with her song 'My Last Night Out' and 'Rosie,' but having in mind that enough is as good as a feast, retired, leaving the audience clamouring for more. Of the male members of the Company, Mr. Victor Loydall carried the biggest success and must have scored the thoughts of the audience to the hilt. His name appeared twice on the programme—once for songs and once for a sketch, in which he was assisted by Miss Collins. He had appeared twice as often the audience would not have objected. His 'excellent impersonation of a 42nd Highland and delightful Scotch accent brought down the house. Mr. Leonard Nelson still retains the popularity earned on his visit here with the Arthur Hill Troupe and is undoubtedly a well-established favourite. Tim Howard's name is well known in the Antipodes and he has added Shanghai to the long list of towns in which he has scored successes. Morris and Rockley, knock-about comedians, have a plentiful store of amusing gags and are capital scrobal dancers, while in addition, Morris is a very clever sand-dancer.

CHRONIO DIARRHOEA.—For several years during the summer months I have been subject to looseness of the bowels, which quickly ran into a very bad diarrhoea and this trouble was frequently accompanied with severe pain and cramps. I used to call on doctors for my trouble but it became so regular a summer affliction that in my search for relief, I became acquainted with Chamberlain's Colic, Cholera and Diarrhoea Remedy, which proved so effective and so prompt that I came to rely exclusively upon it, and this remedy almost instantly relieved the cramps and stopped the diarrhoea. It never caused constipation. I always take a bottle of it with me when travelling. H. C. HARRIS, Ansonia, Iowa, U. S. A. For Sale by All Dealers: WATSON & CO., Ltd., General Agents.

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215, Temple Chambers,
Temple Avenue, London, E.C.

LOCAL AND GENERAL.

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The Philippines Gossip, successor to the Sport of Manila, came out with a special patriotic number on July 2. The paper, in new hands, is kept clean for the household table. An effort is being put forth to chronicle 'the life of the Farthest East.' Some excellent articles appear in the Patriotic number, being penned by prominent men in the islands. There is room for a good clean weekly paper in the Philippines, and the Gossip should fill the want.

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BY WHARF AND WAVE.

The Norwegian steamer *Aggi* has been released at Saseho, and has proceeded to Kobe.

The *Sikh*, which lost her stern post at Singapore, has been surveyed in dock. It will take about six weeks to repair her.

The Court-martial on H. M. destroyer *Sparrowhawk* has entirely exonerated all the officers of that unfortunate vessel.

The Norwegian steamer *Thomas* (9) has been sold to the Toba Navigation Co. for 280,000 yen, and renamed the *Toba Maru*.

The American torpedo-boat destroyers *Barry*, *Dale*, *Chambers*, *Deane*, and *Bainbridge* left the harbour about 8.30 a.m. to-day, bound for Shanghai.

The smart looking four-masted steamer *Macquarie*, Captain St. John George, arrived here on July 8. After discharging her cargo she went into dry dock.

It is reported that the *Katsuno Maru*, sunk by collision when going to the aid of the *Sado Maru*, has been refloated. Almost all the cargo of the *Sado Maru* has been transhipped to other vessels.

The steamer *Sado Maru*, recently torpedoed by the Vladivostok squadron, was towed from Mutsu Island, near the Shimoda Straits, to Nagasaki by the *Takagawa Maru*. The *Sado* will be repaired at the Mitsui Works there.

The Pacific Mail freight steamer *Albatross*, 4,897 tons, in avoiding an outward-bound bark, struck the rocks when entering San Francisco harbour, but got off and made the port with 13 feet of water in her forepeak.

Yesterday afternoon the tide changed two of the American torpedo-boat destroyers, moored off the torpedo depot, collided as they swung round. No damage was done to either vessel, and with little difficulty the boats were moved apart.

The C. N. str. *Tancon*, from Swatow, took to Shanghai. Captain McKay, Mr. Cooke, chief officer, Mr. Milne, second officer and sixteen native survivors of the ill-fated C. N. str. *Thompson* which was lost some time ago near Swatow.

The German steamer *Nassau* arrived at Yokohama from Portland, Oregon, on the 9th ult., having been delayed by having met the Boston S. S. Co.'s *Priscilla* in the North Pacific with her propeller gone, and having towed her back 900 miles to Victoria, B.C.

A new lighthouse on Tung-yung Island has just been completed and the light was shown from the 1st of this month. The station is situated on the eastern side of the island and the light is 325 feet above high water and can be seen at a distance of 25 miles. It shows three flashes in rapid succession every twenty seconds.

The German transport *Rhein*, which arrived to-day from Bremen, is a fine four-masted steel twin screw steamer of 10,658 gross, and 6,297 tons net register. She looked a majestic sight as she lay at the man-of-war anchorage. She is 501 feet long, 58.1 feet wide and 35.7 feet deep and was built by Messrs Blohm and Voss, at Hamburg, in 1899. Captain Rott is in command of her.

Our Amoy correspondent, writing on the 9th inst., says the British Steamer *Shahanda*, Captain H. C. D. Frampton, which had to call at Amoy on June 29th for repairs, left on July 2nd, only to return once more on Tuesday, 9th inst. As the delay is due to the breaking down of the machinery, she need not enter the dry dock, but is anchored near at hand so as to render the work of repairing easier.

Yesterday, under the supervision of Mr D. Macdonald, the Canton and Macao Steamboat Company's Wharf which has for some time past been gradually subsiding was raised to its original position. The wharf was about five inches out of position and is composed of heavy material, having a total weight of not less than 80 tons, the raising operation was somewhat difficult. The power used was hydraulic, and the work was carried out without any mishap, although it was at first feared that the wall along the wharf might collapse.

The much-neglected Queen's Statue Wharf is at last receiving attention. The decaying wood, which for so long has been an eyesore to practical men, has been removed by Chinese workmen. A correspondent, writing on the subject, suggests that it would be a great convenience if the Government would build about half a dozen additional wharfs between Pedder's Wharf and the Naval Dock. Steam launch traffic is now very great, and Queen's Statue wharf is quite inadequate for the number of launches requiring to come alongside. It is quite a common thing to see launches lined up from six to eight deep, a state of things which should not be allowed to continue. The wharf itself might also be kept clear of obnoxious native children, hawkers, and loafers.

The greater portion of the British fleet in Chinese waters has arrived at Weihaiwei, twelve ships dropping anchor there on the

morning of June 27th. Correspondence received from Weihaiwei states that it was a very pretty sight to watch the fleet enter the harbor. The ships came in two abreast, the *Glory* (flagship) and *Albatross* leading, running at a speed of about ten knots, and in close order. Anchors were lowered away together, and the vessels were resting in their summer quarters inside of half an hour after clearing the harbour entrance. The *N.O. Daily News* has received a telegram stating that the fleet has left suddenly under sealed orders.

The Calcutta steamer *Maharaja* has been wrecked off Katsue, in the province of Idzu, Japan. The Japanese agents wired the news to Messrs Doolittle and Company, to whom we are indebted for the information. The *Maharaja* was bought by Messrs Turner and Morrison of Calcutta, for a Chinese firm, and has been chartered by the Japanese. She is an iron screw three-masted steamer of 1,666 gross, 1,747 tons net register, and was built in 1870 at Belfast by Messrs Harland and Wolff. Her dimensions are length 305.8 feet, breadth 31.7 feet and depth 22.2 feet. Captain E. J. Page of the s.s. *Ying King* denies that he was in command of the *Maharaja* when she was wrecked in Japan, as stated by our junior morning contemporary. Capt Page brought the *Maharaja* up from Peking, via Singapore, but was relieved here by Captain Thomas Groves. (There is a port of Katsue within a few miles of Yokohama, in Sagami Bay.—Ed. China Mail.)

SPORTING.

THE CRAIGENGOWER C. C.

Taking advantage of the fact that the prizes for last season's cricket were still undistributed by the Craigengower Cricket Club, a lawn tennis tournament was arranged to take place on July 8, on which occasion the prizes could be presented.

The Lawn Tennis teams were:—Kowloon, Messrs J. Toppin, F. Rapp, E. R. Horton and R. Lapley; Hongkong, Messrs A. O. Brown, J. Chubb, R. Ross and J. L. Stuart. After some very interesting play the Kowloon team won by 8 games, the scores being Kowloon 48, Hongkong 40.

The cricket prizes for 1902-3 and 1903-4 were then presented. Mrs W. D. Braidwood gracefully presented the ceremony, and congratulated each successful player as he received his prize. The Bellis Challenge Shield, presented to the Club by Mr E. R. Bellis, C.M.G., was won outright by Mr R. Bass. The conditions under which the shield was presented, stipulated that the winner of the batting average for two consecutive years, or three seasons, retained the shield. Mr R. Bass won the shield in 1898-9, 1901-2 and 1902-3. The other members who had won the batting average since the shield was presented are Mr M. K. Asger 1899-1900 and Mr J. P. Jordan 1901-2.

The Bowling average for 1902-3 was won by Mr R. Poston, with Mr M. H. Hartman second. The prize was, however, given to Mr Hartman, as the rules of the club precluded Mr Poston from accepting the prize, he having already won it once.

The Bellis Challenge Cup, presented under the same conditions as the shield, was won by Mr A. O. Brown for the first time. Until the Cup is won outright it remains in the possession of the club.

The Bowling average for 1903-4 was won by Mr R. Horton. In the Tennis Tournament Mr A. O. Brown won the singles, with Mr H. Hartman second. The prize was, however, given to Mr Hartman, as the rules of the club precluded Mr Brown from accepting the prize, he having already won it once.

The President of the Club presented the gold medals. At the conclusion of the prizegiving the Secretary thanked Mrs Braidwood on behalf of Club and asked her to accept a souvenir in the shape of a pretty bouquet. Mr Braidwood, in responding, expressed the wish that the Club would be in a winning position next year.

BOWLING.

The Kowloon Bowling green presented a pretty sight on Saturday, when the Civil Service club finished their match against the Kowloon Club. A large number of ladies were present, and against the bright green of the ward their light costumes gave added effect to the scene. Mr Macdonald, of the Civil Service team, was absent, but his place was taken by Mr Robertson.

The teams and scores are as follow:—Kowloon: G. Edwards, T. Skinner, J. Henderson, v. A. Milroy, 21 pts. Kowloon: J. Gow, J. Walker, D. Gow, v. J. Galt, 21 pts. Civil Service: L. E. Brett, M. McIvor, J. Reidie, A. Gibson, 8 pts. Civil Service: D. Gourlay, R. Duncan, W. Beaud, v. Robertson, 6 pts.

The ties in the Second Round of the following competitions are:—CLUB CHAMPIONSHIP: R. Houghton v. J. Parkes; J. M. Robson v. A. Goodwin or J. R. Wilson; W. Taylor v. T. W. Robertson; D. Gow v. W. J. Russell; A. Gibson or H. T. Richardson v. E. C. Wilks; R. Rutter v. J. Clelland; A. Kinross v. C. Alexander; J. Walker v. G. Smith; G. Haxton v. J. Henderson; J. Gow v. W. Ramsay; W. Doss v. A. Grant; T. Skinner v. J. Kyle; D. Harvey v. J. Galt; J. Hand v. J. Graham; G. Wilson or H. Stevens v. G. Edwards; W. Davison v. J. Macdonald.

PRESIDENT'S COMPETITION: J. Clelland v. G. Edwards; W. Davison v. A. Gibson; W. Taylor v. A. Stevenson; J. M. Robson v. A. Grant or H. Stevens; J. Kyle v. W. Doss; G. Haxton v. J. Henderson; A. Kinross v. T. Skinner; J. Ross v. A. Goodwin or E. C. Wilks; J. Parkes v. W. Ramsay; D. Gow v. W. Stewart or J. R. Wilson; J. Henderson v. J. Galt; A. Milroy v. J. Graham; O. Alexander v. J. Macdonald; B. Houghton v. T. W. Robertson; G. Smith v. J. Hand.

VICE-PRESIDENT'S COMPETITION: J. Gow v. J. M. Robson; G. Wilson v. A. Stevenson; W. Doss v. J. Ross; D. Gow v. A. Gibson; W. Taylor or A. Goodwin v. G. Edwards; J. Walker v. Parkes or J. R. Wilson; J. Walker v. J. R. Wilson; J. M. Henderson v. J. Graham; J. Ramsay v. J. Galt; T. W. Robertson v. R. Rutter; A. Ewing v. D. Harvey; E. Wilks v. G. Smith; R. Houghton; J. Macdonald v. A. Milroy; A. Kinross v. J. Clelland; W. Ramsay v. W. Stewart.

THE PARADE CHURCH MATCH. The annual match between the Parades of India and the Bombay Presidency will be played on the 23rd, 24th and 25th inst., and the return match at Poona on the 13th, 14th and 15th September. Owing to the strength of the Parades cricket team, the Presidency teams are being selected with special care.

IMPROVING KOWLOON DOCKS.

Introduction of Electricity.

A visit to the Hongkong and Whampoa Dock Company's splendidly equipped docks and workshops at Kowloon serves first to remind the layman how incomplete his education really is, and next makes him thirst for the technical knowledge necessary to understand, and to thoroughly appreciate, the many wonderful and complicated machines that are to be seen there.

'The most up-to-date, and thoroughly equipped, docks east of Suez' is what the Company can justly claim for their works, and the statement goes unchallenged. For years past as few facilities for ship-building, and the work connected therewith, have been introduced into the engineering world and have proved themselves to be advantageous, they have been adopted by the Dock Company, and when electricity superseded steam as a motive power it was only to be expected that the Company would not be slow to recognise its advantages. And it has not, for to such good purpose has the onward march of electricity been kept in view by the Company that already the bulk of the machinery at the Kowloon Docks is electrically driven, and the day is not far distant when steam power will find no place in the workshops.

A representative of the *China Mail* visited the Docks on Saturday in order to see the new installation, and was courteously supplied with some particulars. The new power house was first visited. It is situated a little to the left of the main entrance to the Docks, about the middle of the yard, and from there distributed the electric current to all parts of the docks. The area of the power house is 6500 square feet, it being 100 feet long by 65 feet broad. Inside it is divided into two compartments, in the first of which are situated two boilers, and in the second, two electric generators and the driving engines. In the boiler house the water for a third boiler which is shortly to be put down, and the same applies to the generator section, the third machine having been ordered. The boilers were constructed at the dockyard. They are of the tubular pattern and work up to a pressure of 180 and 190 pounds to the square inch respectively. They are fitted with Green's patent economiser which the guests, etc., rising from the boilers, are passed around the water pipes and heat the water that is being fed to the boiler up to boiling point before it is pumped in, thus effecting a great saving in fuel. The steam from the engines is exhausted into a condenser and distributed from the condenser into a feed tank from which it is conveyed by a Weir's patent to the Green's economiser, as before mentioned, and fed to the boilers. The boilers are modest fuel consumers, a fact which is demonstrated by one man looking after them with ease. The economy in fuel is of course, a most important point in the construction of the coal so dear. The engines were imported. They are by Balfis and Morcom, and are of the description known as self-lubricating, which is found to be an immense advantage when the oiling has to be entrusted to Chinese workmen. The dynamo has a known in technical parlance eight poles, that is, they are fitted with 64 brushes in sets of eight, supplying power equal to 335 horse-power, so the electrical horse-power developed in the power house at the present time is 670 and will be increased to 1000 when the third boiler and generator are added. The main switch-board is in the center of the yard. An ingenious contrivance in connection with the switch-board is explained, which is fitted to prevent the cutting of the wires of the wires, short circuits, etc. It consists of a spring catch in the lower which turns on the current through each switchboard. At the base of this lever is a strong magnet, which, in the event of an accident of any description, becomes highly charged, or saturated, with electricity and attracts the lever, which is then shifted out of position the lever is released and falls down, thus completely cutting off the current from the machines or buildings which the particular switch-board affected is supplying. The switchboards are of polished slate. It will be seen that the power for the whole of the yards is by means of the new arrangement, contained in one building, while under the old regime it was supplied by about twenty-eight boilers distributed all over the works. Many of these will now be thrown into disuse and will probably be dismantled.

Leaving the power house the machine shop is perhaps the next most important place to visit. Here the new motive power is seen in actual application, it having been applied to the whole of the immense shop, with the exception of one small section, which is to be converted within the next few days, so that there will then be no steam in the shop. The machines are driven direct from the motors, which are placed at different parts of the shop and which supply power from 20 to 75 horse-power. These motors are supplied by the distributing switchboards, and their speed can be altered as desired by a controller similar to that seen on an electric train car. In the whole of the shops there are six 20 horse-power motors, three 10 horse-power, one 7½ horse-power, and a 60 horse-power. One of the greatest advantages of the electrical power is that the shop is worked in small sections and some of the machines can be driven singly. Formerly if only one machine was required a large portion of the shop had to be worked, and the cost of power was great. The electrically driven machines also work more smoothly, a fact which is brought home to the visitor by the electric travelling cranes which run along quickly, and quite noiselessly, with loads of from ten to twenty tons. The two largest machines in the shop are the planing machine and the slotting machine. The latter is a fine piece of mechanism. It is geared so that while the planer is on the down journey cutting hard material it travels very slowly, but on the return journey, when it is not cutting, it flies back so that no time is lost. Another interesting machine is that running on the overhead crane, which cuts through cold-iron with the greatest ease. Upstairs in the brass shop which is also worked with electricity, supplied by two 7½ horse-power motors. Off the machine-shop is a small room set apart for sharpening tools. One of the most noteworthy contrivances here is an electric machine for sharpening the hand saw above referred to. This machine sets on the saw in exactly the same way as a man would, the difference being that it is very much more expeditious. This room is supplied with power through a separate motor which will only be run as required.

Everywhere a perfect system of control is in evidence. In all the other shops much the same order of things prevails, as in the machine shop, electric power has either taken the place of steam or is being installed as quickly as the amount of work that the Company has in hand will permit. One addition that is being made to the yard is a new galvanizing shop which is being constructed and which will provide more space for this class of work than has hitherto been available.

Amongst the new machinery the plate rolling machine deserves special mention. It is intended for rolling large ship and boiler plates, etc. At present the Company is constructing some boilers the plates for which had to be imported already rolled, but they will now be able to carry out work of this character themselves. The motor by which this machine is driven is the largest in the docks, its capacity being 50 horse-power; it is by an English maker, Lawrence Scott. In the iron store are to be found two more motors driving travelling cranes by direct current.

Electricity having entered so largely into the working of the docks it is not natural to expect that the works are to be illuminated by the same power. Between forty and fifty posts for arc lamps have been erected, and the most powerful of these lamps will show a light equal to 500 candle power, so that when they are in working order the docks should present a brilliant appearance.

NEWS FROM NEWCHANG.

(From a Correspondent.)

General Kuropatkin, after marching with 45,000 troops southward previous to the 15th inst., took up positions eastward and westward of Haichow. He no doubt thought that he could proceed south to Wa Feng Tien and thence on to Hsichang and Port Arthur, but on the morning of the 18th inst. he was rather astonished to find that General Oku, of the second Japanese army, had nearly reached Wa Feng Tien, General Oku, as usual, got round them and a very fierce battle was the result.

The Japanese casualties number 1285, against the Russian 6452. Up to noon on the following day the Japanese had taken 350 prisoners, besides 3000 odd Russian transport carts. The drivers made their usual escape.

The defeat of the Russians at Wa Feng Tien and Hsichang was due to the superiority of the Japanese, which out-ranged the Russian guns and were better handled, both as to quickness, range, and efficacy. The early use of artillery fire quite demoralized the Russians and before an hour had passed nearly all their guns were silenced, the men and horses killed or wounded, thus paving the way for the frontal, flank infantry attack and capture of the port. Major Hanna, British military attaché, returned from Kaichow, for two days' rest. He says the sights he has seen surpass anything in his experience. General Oku took Hsichang without firing a shot.

General Kuropatkin's headquarters are at present at Ta-Shih-Chow, which is situated 17 miles due east of the port. No doubt within a week there will be another battle at Ta-Shih-Chow unless he falls back on Haichang.

Being short of transport carts, the Russian army have purchased 3800 Chinese carts, including four animals with harness, from Rbils 380 to Rbils 420 each cart. The Russian cavalry horses are dying at the rate of 200 per day from glanders.

So far as is known the Japanese captured twenty-two quick-firing guns. Report has it that 10,000 Russians troops are surrounded east of North Wa Feng Tien, but I cannot vouch for the truth of this. I think General Kuropatkin's base of operations is now at Hsichang.

General Komura, so far, is enjoying himself on the sunny mountains of Hsichang, no doubt waiting further developments of General Oku, who is doing good time in this direction. I do not anticipate any fighting this side of Ta-Shih-Chow.

Notes by the Way. Gold to the amount of three million yen was exported from Japan by the P. M. S. *Mongolia* to San Francisco on the 29th ult.

It was reported that 40 cases of wireless telegraphy materials for the Russian Consulate at Cheloo were confiscated there recently by the Customs as contraband of war.

The *Asahi*, *Kokumin* and *Yorodze* have been prosecuted for publishing an unauthorized report with regard to the attack upon Port Arthur by the Japanese forces.

The official of the Finance Department who stole half-a-million yen worth of redeemed government loan bonds and got advances on them from various banks, has been sentenced to seven years' minor confinement, and the Bank President who assisted him, to ten years' hard labour in Japan.

The British ship *Thimble* holds the record for slow time from the old world to the Pacific coast. She arrived in Seattle on April 19, this year, after being 357 days out from Antwerp. The *Thimble*, however, is a small ship despite the fact that she was a year, lacking nine days, from Antwerp to Seattle. She sailed on April 28th, 1903.

DO NOT WAIT UNTIL YOU CATCH COLD, but begin now with *Stein's* Wine in moderate doses.

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & POOCHOW. THE Company's Steamship *HATTAN*, Captain Rogers, will be despatched for Swatow on TUESDAY, 12th July, at 6.30 p.m. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, July 11, 1904. 1270

To-day's Advertisements

THEATRE ROYAL. Orpheum Musical Comedy Co. 5 NIGHTS ONLY. OPENING NIGHT. TUESDAY, 12th JULY.

J. VICTOR LOYDELL. LEONARD NELSON. JIM MORRIS. ALF. ROKLEY. TIM HOWARD. HETTIE FULLER. VIOLET BISHOP. LENA COLLINS. LYLIA THOMPSON.

Tickets on Sale at ROBINSON'S. Pronounced by the Press. The Best and most Versatile Company travelling the East. Late Train and Ferry have been arranged. Hongkong, July 11, 1904. 1275

COOPER & CO., No. 37, DES VOUX ROAD CENTRAL. JUST UNPACKED.

A FRESH CONSIGNMENT of English and American BOOTS and SHOES, of Well-known and Reliable makes, in all Varieties and Sizes. PRICES VERY MODERATE. INSPECTION EARNESTLY SOLICITED. Hongkong, July 11, 1904. 1278

FOR SALE. BY PUBLIC AUCTION. FOR ACCOUNT OF THE CONCERNED.

THE Wreck of the S.S. *HOANGHO* as she now lies in, approximately, the following:—LATITUDE 24.43° North. LONGITUDE 118.43° East. No Bell Island being North by East, and Kuan Point bearing South West (both bearings magnetic). Cargo and Private Effects remaining on board will be sold separately. Date of Auction will be announced later. For Particulars, apply to J. E. THOMSON & CO., Auctioneers, Amoy. July 11, 1904. 1289

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship *LOONGSANG*, Captain G. S. WHEAT, will be despatched as above on FRIDAY, the 15th July, at 4 p.m. This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light and carried a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, July 11, 1904. 1273

PORTLAND & ASIATIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES. STEAMSHIP *NICOMEDIA*.

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJO. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. ALLAN CAMERON, General Agent. Hongkong, July 11, 1904. 1272

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kuassang*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m., the 12th inst., will be landed at Consignees' risk and expense into Godown at East Point. No Fire Insurance will be effected by us. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, July 11, 1904. 1270

Entertainments. AN ORGAN RECITAL. WILL BE GIVEN BY MR. A. G. WARD. AT ST. JOHN'S CATHEDRAL ON TUESDAY, JULY 12th, at 6.30 p.m. VOCALES: MR. W. E. SCHMIDT. A Collection will be made in aid of the Organ Fund. Hongkong, July 8, 1904. 1288

To-day's Advertisements

THIS SPACE HAS BEEN RESERVED BY KING BROTHERS, 3, New London Street, LONDON, E.C. Hongkong, January 4, 1904. 20-1

NOTICE TO MARINERS. No. 399. CHINA SEA. FOOOHOW DISTRICT. TUNG YUNG LIGHT-HOUSE.

NOTICE IS HEREBY GIVEN that the Light on Tung Yung was exhibited for the first time at sunset on the 1st July, 1904.

The Illuminating Apparatus is Group Flashing of the First Order showing Three White Flashes in quick succession every Twenty Seconds.

The Light-tower is situated on the Eastern Slope of the Island and the Light, which is elevated 325 feet above the level of the sea, should be visible in clear weather at a distance of 15 nautical miles in all directions except where it is obscured by the Island, from South round by East to N. 70 E. Bearings Magnetic and from seaward.

The Tower is round, of brick, 24 feet high with a total height from base to lantern room of 404 feet.

The Tower and Dwellings are painted White. Approximate Position:—Latitude 26° 25' 40" N. Longitude 120° 50' 25" E.

Fog Gun Signal. The Keepers at this station on hearing a bell, fog horn, steam whistle, or any other sound, during foggy or thick weather indicating the proximity of a vessel, will fire Two Guns with an interval of One Minute between them, and, if the vessel's fog signal—showing that she is under way—continues to be heard, will repeat the firing after an interval of Fifteen Minutes.

By Order of the Inspector General of Customs, W. FRED. TYLER, Imperial Maritime Customs, Coast Inspector's Office, Shanghai, July 4, 1904. 1277

THE TRADE MARKS ORDINANCE 1898. APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the FARBENFABRIKEN VORMALS FRIEDR. BAYER & CO., Elberfeld (Germany), has on the 11th November, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

The distinctive device of a DRAGON and an EAGLE, the Eagle being seated on some Rocks on the Right, is regarding the Dragon which is advancing from the left, with its left Forefoot upraised towards the Eagle; on the Extreme right of the Picture is a small Tree and at the Top the Sun is depicted shining; underneath the whole, in large letters, are the words "FINE SOLUBLE BLUE" in the name of the said FARBENFABRIKEN VORMALS FRIEDR. BAYER & CO., Elberfeld (Germany), who claim to be the sole Proprietors thereof.

The said TRADE MARK has been used by the Applicants in respect of Dyes in Class I. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of July, 1904. DEACON, LOOKER & DEACON, Solicitors for the Applicants. 1276

HONGKONG WATER POLO ASSOCIATION. THE COMMITTEE of the Water Polo Association, Entrance for the Forthcoming SHIELD COMPETITION. Teams desirous of entering will kindly have their representative attend the MEETING to be held at the VICTORIA RECREATION CLUB, Kowloon, on WEDNESDAY, the 13th Instant, at 6 P.M. Sharp.

A. HUMPHREYS, Hon. Secretary. Hongkong, July 11, 1904. 1274

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & TAMSUL. THE Company's Steamship *HALLOW*, Captain Grison, will be despatched for Swatow on THURSDAY, the 14th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, July 11, 1904. 1279

NOTICE TO CONSIGNEES. FROM HAMBURG, ANTWERP AND LONDON. THE Steamship *RAONORSKIR*, Captain C. H. Buser, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Whampoa Dock Company, Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Inst. will be subject to rent. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, July 11, 1904. 1280

THE ROBINSON PIANO CO. LTD.

UPRIGHT IRON GRANDS MANUFACTURED BY US

are to be Absolutely Depended on. There is no Piano so well adapted to stand the Hongkong Climate.

The Material is of the best and thoroughly SEASONED IN THE COLONY BEFORE MANUFACTURING.

WE GUARANTEE THEM FULLY. PRICES \$400 upwards.

BABY GRANDS only 5 feet long.

CHAZALON & CO. WINE AND SPIRIT MERCHANTS, GENERAL STOREKEEPERS (Successors to G. GRAUZY), 34, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS. Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bott. Bordeaux. 3 " " Beaujolais (Burgundy). 3 " " Vin de France. 3 " " Pomard (Superior Burgundy) at the exceptional price of \$12 per case.

CHAMPAGNE. Important contracts having been entered into with Messrs Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue (Moët & Chandon) 42 " " White Star (Moët & Chandon) 50 " " Brut Imperial WHISKIES.

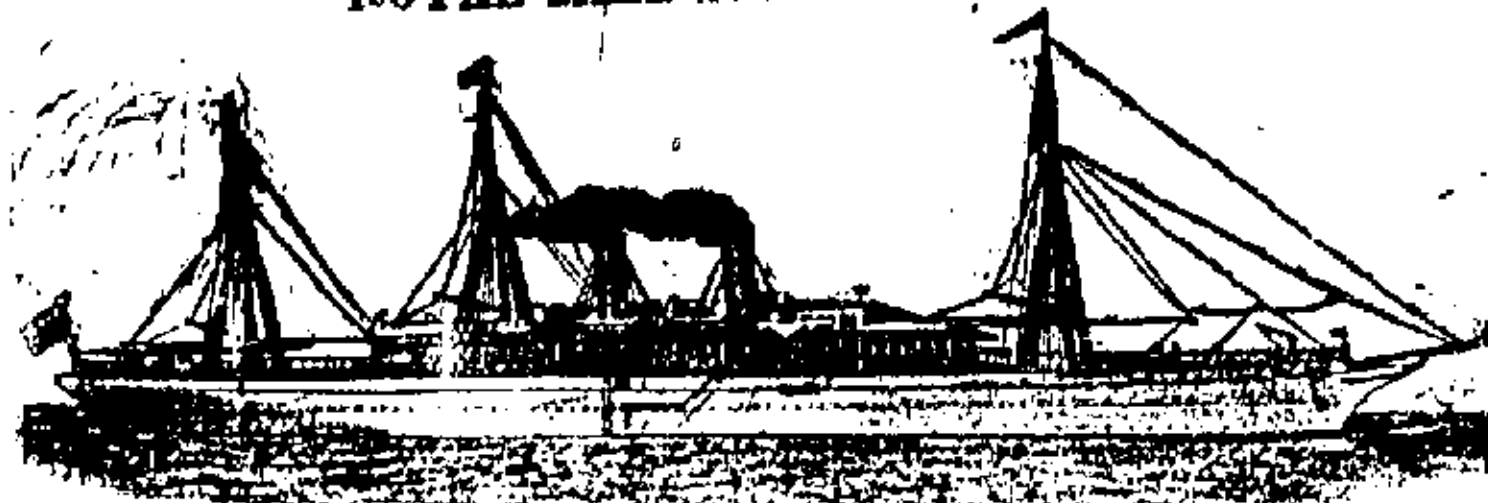
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
YAMA, VIA SHAI, MOJI & KOBE (passing through the INLAND SEA).	Borneo, G. W. GORDON, R.N.R.	Daylight, 12th July.	Freight and Passage.
SHANGHAI.	Stella, F. R. SUMMERS.	About 15th July.	Freight and Passage.
LONDON, &c.	Chusan, W. B. PALMER, R.N.R.	Noon, 16th July.	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 11, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at HANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

Proposed sailings from HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN 6000 Tons, WEDNESDAY, July 13, 1904.
R.M.S. ATHENIAN 3882 Tons, WEDNESDAY, July 20.
R.M.S. EMPRESS OF CHINA 6000 Tons, WEDNESDAY, Aug. 3.
R.M.S. TARTAR 4425 Tons, WEDNESDAY, Aug. 10.
R.M.S. EMPRESS OF INDIA 6040 Tons, WEDNESDAY, Aug. 24.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.
Intermediate on Steamers, £40, £42.
and 1st Class Rail, £40, £42.

THE magnificent EMPRESS STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger booked through to all principal points and AROUND THE WORLD. SIGHTS AT RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Government.

For further information, apply to E. A. HEWETT, Acting General Agent, Hongkong, June 22, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA ISLAND SEA OF JAPAN, PORTLAND, OREGON, AND VICTORIA, B.C.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAINS	TO SAIL ON
ATCOMEDIA	4370	WAGNER	July 16, 1904.
ARABIA	4483	PAUL	August 14, 1904.
ARAGONIA	5198	SCHULTZ	Sept. 14, 1904.
NUMANTIA	4370		Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 30, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY.	TRITON, Capt. H. KRAFT.	WEDNESDAY, July 13, at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HARALDSEN.	SUNDAY, 17th July, at 10 a.m.
POOCHOW, VIA SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, July 20, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, July 8, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SYRA	4417	G. V. Williams	July 12.
SHADES	9606	W. M. Smith	July 31.
SHAWMUT	9606	T. W. Garlick	September 1.
TRENTON	9606		October 1.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT, 9606 tons, Capt. W. M. Smith, About 12th August.
S.S. TRENTON, 9606 tons, Capt. T. W. Garlick, About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Trenton have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to—

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, July 6, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	SARPEDON	13th July.
GLASGOW AND LIVERPOOL	PELEUS	29th July.
GLASGOW AND LIVERPOOL	AXAN	29th August.
GLASGOW AND LIVERPOOL	MACHAON	8th August.
GLASGOW AND LIVERPOOL	GLAUCUS	12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	Dionos	15th July.
LO'DON, AMSTERDAM & ANTWERP	EROS	15th July.
LONDON, AMSTERDAM & ANTWERP	REXUS	2nd August.
LONDON, AMSTERDAM & ANTWERP	MOYNE	16th August.
* GENOA, MARSEILLES & LIVERPOOL	SARPEDON	20th August.
LONDON, AMSTERDAM & ANTWERP	PELEUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	15th Sept.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N.K.I. KORE & YOKOHAMA	MACHAON	11th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 9, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINPOO AND SHANGHAI	WHAMPOA	12th July.
MANILA	Taiwan	13th July.
KORE	TAIWAN	13th July.
YOKOHAMA AND KOBE	TAIWAN	18th July.
CEBU AND LOILO	KAIPOO	19th July.
SWATOW, CHEFOO AND TIENSIN	KANSE	22nd July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	TAIWAN	30th July.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captains	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct July 16, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct July 23, at 10 a.m.
PERLA	1980	A. H. Noley	

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, July 9, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG CHOW.

1,309 tons, ... Captain J. P. MARTIN.
KWONG TUNG.

1,238 tons, ... Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30

Every Evening (Sunday excepted).
Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.00.
Meals ... \$1.00 each.
The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904.

HONGKONG-MACAO
LINE.

S. S. WING CHAI,
CAPTAIN SAMUEL DELL SMITH.

DEPARTURE from HONGKONG on week days at 7.30 A.M.; Excursion on Sundays at 8.30 A.M.; from MACAO—week days at about 2 P.M.; Sundays at about 7.30 P.M.

FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$6. 2nd class \$1.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including cabin and dinner either on board or at Macao Hotel \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 3 or more passengers.

Wharf—At the Western end of Wing Lok Street.
The steamer runs an excursion trip every Sunday. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, 18, Victoria Street.
Hongkong, September 7, 1903.

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 12th July, 1904, at 1 p.m., the Company's Steamship YARRA, Captain H. SUMNER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 11th July. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 30, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIC, Captain OLIVER, will be despatched for the above ports on or about TUESDAY, the 12th inst.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 5, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship BENARTY, Captain SARGENT, will be despatched as above on or about WEDNESDAY, the 13th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 26, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship BESOM, Captain J. WHITE, will be despatched for the above Port on or about MONDAY, the 18th August.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 2, 1904.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship CHITUSAN, Captain W. B. PALMER, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this Port for BOMBAY, etc., on SATURDAY, the 16th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Mongolia, 5500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 28th August, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, July 2, 1904.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements—

Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.
'CHINA MAIL' Office, May, 1904.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

To be had at the Office of this Paper, Messrs. KINZIE & WATSON, Ltd., And Messrs. W. BROWN & CO.

Price, 50 Cents.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship LIGHTNING, Captain J. G. SENECA, will be despatched for the above Ports on TUESDAY, the 12th inst., at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, July 7, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at PHILIPPINE PORTS).

Proposed sailings from HONGKONG.
To SAIL, 1904.
ST. FILLANS, About July 15.
BEDOUIN, To follow.

For Freight and further information, Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, July 7, 1904.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship PERISA, Captain CRACIUNOVIC, will be despatched as above on THURSDAY, the 21st July, p.m.

For information as to Passage & Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, June 27, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and Well Appointed Twin Screw S.S. SARDINIA, 4571 Tons.

will be despatched for LONDON DIRECT, on or about 21st JULY.

Has Excellent Accommodation for First & Second Saloon Passengers at Moderate Rates.

To be followed by the Steamship BORNEO, 4573 Tons, about 18th August.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, June 23, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Co's Steamship YAWATA MARU, Captain ... will be despatched as above on FRIDAY, the 29th July, at 4 p.m.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardsess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA,
Manager.

Hongkong, June 26, 1904.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$5 per Annum delivered in Hongkong, \$12.50 to all Coast Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL' Office.

RAMBLE THROUGH SOUTHERN FORMOSA: By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the 'China Mail']

One of the Best Sketches of Formosa Life yet written.

Price, 1/6.

'CHINA MAIL' Office, 5 Wyndham Street, Hongkong.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BORNEO.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. Mongolia & Egypt.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m., To-day.

Goods not cleared by the 16th July, at 4 p.m., will be subject to rent.

Saimon,--Ma Yau Yu	87	
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Yu	32	馬友蘭
...	10	友蘭
...	19	蘭
...	28	蘭
...	29	蘭
...	34	蘭
...	13	蘭
Yu	20	蘭
Yu water, -Kerk Yu	60	蘭
Yu O	—	蘭

Fruits.					菓子
an	20	杏仁
-Kam San Ping Kho	...	...	...	56	金平
in Chun Ping Khor	...	...	...	—	天
ai Tong	...	...	...	...	海菜
an Lai Chi	...	...	...	...	香
- Canton, -San Shing.	...	...	...	...	山
acaco -San Heung Chiu	...	...	...	3	城
-Fong Lut	...	...	...	16	山
Tuo	...	...	...	...	風
...	...	...	...	...	果
...	...	...	...	...	樹
ng Moong	...	...	...	20	椰子

On Gon	...	...	8
Si Kung Ning Moong...	...	...	10
Sung Moung	...cach	—	8
Sung Moong...	...	...	—
Chuk Taz	...	dosen	—
San Shing Tim Ohang	...	...	15
si Kut	...	...	—
...	...	B	6
-Kam San Shut Li	...	...	—
Hking-Sa Li	...	...	10
Cheung Hai Li	...	...	—

city...Sheung Poon Ti	...	...	...	紅地舖
Chung-tung-paw-law	...	each 20	...	本地舖
lung Lai...	...	...	2	中等
m Lo Yan	...	...	8	大紅
...	...	...	25	無
...	...	...	15	通
hop Hop Tso	...	...	...	合
...	...	...	...	生合
ables, &c.	...	...	...	菜蔬
ai...Sheung Hai Ah	...	...	...	...
...Oh Moon Pin Ta	...	...	...	...
...Sheng Hai	...	...	...	...
Choi	...	...	2	...
Kok	...	...	5	...
Choi Lau	...	each	2	...
hing Yuan Kee	...	...	...	...
ng Kor...	...	...	4	...
...

...-Kai Choy	...	3	芥菜
...Lan Tan	each	...	芥菜
...-Yeh Chol	...	12	芥菜
...-Kau Shun	...	1	芥菜
...-Tsi Yeh Chol-fa	each	...	芥菜
...-Cheung Yeh Cho -fa	...	...	芥菜
...Tai Yeh Choi Fa	...	...	芥菜
...ong Kan Choi	...	6	芥菜
...ong	...	...	芥菜
...Lat Chiu	...	20	芥菜
...Fa	...	...	芥菜
...ong Lat Chiu	...	6	芥菜
...h, Ka Lee Choi Liu...	...	6	芥菜
...Kwa	...	4	芥菜
...Kwa	...	4	芥菜
...	...	5	芥菜
...in The Keung	...	5	芥菜
...Keung	...	2	芥菜
...Lik -Lik Kan	...	40	芥菜
...Mai	place	8	芥菜
...ang Choi	each	1	芥菜
...Ma Tai	...	5	芥菜
...Kwei Lum Ma Tai,	...	7	芥菜
...-Sang Cho Kho	...	36	芥菜
...-Young Ching an	...	5	芥菜
...Chung	...	3	芥菜
...-Saeung Hsi Chung Tai	...	3	芥菜
...ut Poon	...	...	芥菜
...	...	1	芥菜
...	...	...	芥菜
...Lan Tau...	...	...	芥菜
...Tay	...	...	芥菜

Sheng Hai Shu Tsai	2	上海
Yut Poo Shu Tsai	—	日本
— Pa Ki	—	大阪
— Fok Choo au Tsai	4	花
— Oh Moon	—	旗
— Kwa	2	州
— Ho Pak Tsai	2	門
— Tai Wong	—	冬
— ung Tai	—	令
— Paw Choi	—	紅
— Kai	3	龍
— Ker	6	大
—	3	乾
— Lung—Low Pak	3	乾
— Tung Low Pak	—	乾
— Chiu Kwa	3	乾
— Sai Yung Choi	—	乾
— Tai Nga	6	乾
—	4	乾

H. A. JOHANSEN,
Acting Inspector of Marine.

